Amendments to the Claims:

1. (Currently amended) A vehicular weatherseal comprising a rigid polymeric backbone having a flange engaging channel and ~~an inverted~~ window receiving channel, the window receiving channel being inverted relative to the flange engaging channel and defined ~~in cross section~~ by a substantially curvilinear cross section ~~transition leg, an exterior leg and a window channel closed end interconnecting the transition leg and the exterior leg, the window channel closed end being curvilinear~~.

2. (Currently amended) The vehicular weatherseal of Claim 1, wherein the window receiving channel includes a window channel closed end, the window channel closed end having [[has]] an inner radius of curvature and a thickness, a ratio of the inner radius of curvature to the thickness of the window channel closed end ~~ratio~~ being greater than approximately 1.

3. (Currently amended) The vehicular weatherseal of Claim 1, wherein the window receiving channel includes a window channel closed end, the window channel closed end having [[has]] an inner radius of curvature and a thickness, a ratio of the inner radius of curvature to the thickness of the window channel closed end ~~ratio~~ being greater than approximately 1.5.

4. (Currently amended) The vehicular weatherseal of Claim 1, wherein the window receiving channel includes a window channel closed end, the window channel closed end having [[has]] an inner radius of curvature and a thickness, a ratio of the inner radius of curvature to the thickness of the window channel closed end ~~ratio~~ being greater than approximately 2.5.

5. (Currently amended) The vehicular weatherseal of Claim 1, wherein the window receiving channel includes a window channel closed end [[is]] defined by a varying radius of curvature.

6. (Original) The vehicular weatherseal of Claim 5, wherein the window channel closed end is defined by a constant wall thickness.

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7. (Original) The vehicular weatherseal of Claim 5, wherein the cross section of the backbone includes a linear segment and a curvilinear segment, a length of the linear segment being less than a length of the curvilinear segment.

8. (Currently amended) The vehicular weatherseal of Claim 1, wherein the window receiving channel includes a window channel closed end, the window channel closed end having [[has]] a constant [[first]] radius of curvature.

9. (Currently amended) The vehicular weatherseal of Claim 1, wherein the flange engaging channel is defined in cross section by [[the]] a transition leg, an interior leg and a flange channel closed end connecting the transition leg to the interior leg, the flange channel closed end being curvilinear.

10. (Currently amended) The vehicular weatherseal of Claim 9, wherein the flange channel closed end has an inner radius of curvature and a thickness, a ratio of the inner radius of curvature to the thickness being ~~to thickness ratio~~ greater than approximately 1.

11. (Currently amended) The vehicular weatherseal of Claim 9, wherein the flange channel closed end has an inner radius of curvature and a thickness, a ratio of the inner radius of curvature to the thickness being ~~to thickness ratio~~ greater than approximately 1.5.

12. (Currently amended) The vehicular weatherseal of Claim 9, wherein the flange channel closed end has an inner radius of curvature and a thickness, a ratio of the inner radius of curvature to the thickness being ~~to thickness ratio~~ greater than approximately 2.5.

13. (Original) The vehicular weatherseal of Claim 9, wherein the flange channel closed end is defined by a varying radius of curvature.

14. (Original) The vehicular weatherseal of Claim 9, wherein the flange channel closed end is defined by a constant wall thickness.

15. (Currently amended) The vehicular weatherseal of Claim 9, wherein the flange channel closed end has a constant ~~second~~ radius of curvature.

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16. (Currently amended) The vehicular weatherseal of Claim 9, wherein the window receiving channel includes a window channel closed end [[has]] having a constant first radius of curvature and the flange channel closed end has a constant second radius of curvature.

17. (Currently amended) The vehicular weatherseal of Claim 9, wherein the window receiving channel includes a window channel closed end [[has]] having a first radius of curvature and the flange channel closed end has a different second radius of curvature.

18. (Original) The vehicular weatherseal of Claim 1, wherein the polymeric backbone is free of structural metal.

19. (Original) The vehicular weatherseal of Claim 1, wherein the polymeric backbone includes an elongation reducing member, the elongation reducing member increasing rigidity of the backbone in only a single dimension.

20. (Original) The vehicular weatherseal of Claim 1, further comprising a sealing lip integrally connected to the backbone and projecting into the window receiving channel.

21. (Original) The vehicular weatherseal of Claim 1, wherein the backbone defines a curvilinear cross section, having at least one inflection point.

22. (Original) The vehicular weatherseal of Claim 21, wherein the inflection point is located within a linear segment of the cross section of the backbone.

23. (Original) The vehicular weatherseal of Claim 1, further comprising a trim lip connected to the backbone and extending from the backbone.

24. (Original) The vehicular weatherseal of Claim 1, wherein the backbone has a hardness of at least 40 Shore D.

25. (Original) The vehicular weatherseal of Claim 1, wherein the backbone is monolithic.

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26. (Original) The vehicular weatherseal of Claim 1, wherein the backbone is selected to provide an unsupported operable length of the weatherseal.

27. (Original) The vehicular weatherseal of Claim 1, wherein a length of the backbone defines the window receiving channel to extend about three mutually perpendicular axes.

28. (Original) The vehicular weatherseal of Claim 1, further comprising a sealing lip connected to the backbone and extending into the window receiving channel, the sealing lip having a different hardness than the backbone.

29. (Original) The vehicular weatherseal of Claim 1, wherein a radius of curvature of the window channel closed end is less than an arc length of the window channel closed end.

30. (Original) The vehicular weatherseal of Claim 1, wherein the backbone includes a TPE.

31. (Cancelled).

32. (Withdrawn) A method of forming a vehicular weatherseal comprising:

(a) forming a polymeric backbone having a flange engaging channel and an inverted window receiving channel, the window receiving channel defined by a transition leg, an exterior leg and a window channel closed end interconnecting the transition leg and the exterior leg, the window channel closed end being curvilinear; and

(b) bonding a sealing lip to the backbone to locate a portion of the sealing lip within the window receiving channel.

33. (Withdrawn) The method of Claim 32, further comprising bonding sealing lip to the backbone to locate a portion of the sealing lip within the window receiving channel.

34. (Withdrawn) The method of Claim 32, wherein bonding the sealing lip to the backbone includes extruding the sealing lip with the backbone.

35. (Withdrawn) The method of Claim 32, wherein bonding the sealing lip to the backbone includes coextruding the sealing lip and the backbone.

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36. (Withdrawn) The method of Claim 32, wherein bonding the sealing lip to the backbone includes simultaneously extruding the sealing lip and the backbone.

37. (Withdrawn) The method of Claim 32, further comprising forming the sealing lip of a lower durometer than the backbone.

38. (Withdrawn) The method of Claim 32, wherein forming the polymeric backbone includes extruding a polymeric material.

39. (Withdrawn) The method of Claim 32, wherein forming the polymeric backbone includes molding a polymeric material.

40. (New) The vehicular weatherseal of Claim 1, wherein the window receiving channel includes a window channel closed end, an exterior leg and at least a portion of a transition leg.

41. (New) The vehicular weatherseal of Claim 1, wherein the window receiving channel includes a window channel closed end, the window channel closed end being substantially curvilinear.

42. (New) The vehicular weatherseal of Claim 1, wherein at least 50% of the window receiving channel cross section is curvilinear.

43. (New) The vehicular weatherseal of Claim 1, wherein less than 25% of the window receiving channel cross section is linear.

44. (New) The vehicular weatherseal of Claim 1, wherein the backbone defines an S shape cross section.

45. (New) The vehicular weatherseal of Claim 1, wherein the backbone defines a continuously curvilinear cross section.

46. (New) The vehicular weatherseal of Claim 1, wherein the window receiving channel includes a window channel closed end, the window channel closed end having a linear segment.

47. (New) The vehicular weatherseal of Claim 1, further comprising an attachment tab connected to the polymeric backbone.

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48. (New) The vehicular weatherseal of Claim 47, wherein the attachment tab is a polymeric material.

49. (New) The vehicular weatherseal of Claim 47, wherein the attachment tab is connected by one of bonding, thermal welding, chemical fusion and a mechanical fastener.

50. (New) The vehicular weatherseal of Claim 1, further comprising a first and a second attachment tab connected to the polymeric backbone.

51. (New) A method for constructing a vehicular weatherseal, the method comprising forming a rigid polymeric backbone having a flange engaging channel and window receiving channel, the window receiving channel being inverted relative to the flange engaging channel and defined by a substantially curvilinear cross section.

52. (New) The method of Claim 51, further comprising forming the window receiving channel to include a window channel closed end, the window channel closed end having an inner radius of curvature and a thickness, a ratio of the inner radius of curvature to the thickness of the window channel closed end being greater than approximately 1.

53. (New) The method of Claim 51, further comprising forming the window receiving channel to include a window channel closed end, the window channel closed end having an inner radius of curvature and a thickness, a ratio of the inner radius of curvature to the thickness of the window channel closed end being greater than approximately 1.5.

54. (New) The method of Claim 51, further comprising forming the window receiving channel to include a window channel closed end, the window channel closed end having an inner radius of curvature and a thickness, a ratio of the inner radius of curvature to the thickness of the window channel closed end being greater than approximately 2.5.

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55. (New) The method of Claim 51, further comprising forming the window receiving channel to include a window channel closed end defined by a varying radius of curvature.

56. (New) The method of Claim 55, further comprising forming the window channel closed end with a constant wall thickness.

57. (New) The method of Claim 55, further comprising forming the cross section of the backbone to include a linear segment and a curvilinear segment, a length of the linear segment being less than a length of the curvilinear segment.

58. (New) The method of Claim 51, further comprising forming the window receiving channel to include a window channel closed end, the window channel closed end having a constant radius of curvature.

59. (New) The method of Claim 51, further comprising forming the flange engaging channel to be defined in cross section by a transition leg, an interior leg and a flange channel closed end connecting the transition leg to the interior leg, the flange channel closed end being curvilinear.

60. (New) The method of Claim 59, further comprising forming the flange channel closed end with an inner radius of curvature and a thickness, a ratio of the inner radius of curvature to the thickness being greater than approximately 1.

61. (New) The method of Claim 59, further comprising forming the flange channel closed end with an inner radius of curvature and a thickness, a ratio of the inner radius of curvature to the thickness being greater than approximately 1.5.

62. (New) The method of Claim 59, further comprising forming the flange channel closed end with an inner radius of curvature and a thickness, a ratio of the inner radius of curvature to the thickness being greater than approximately 2.5.

63. (New) The method of Claim 59, further comprising forming the flange channel closed end to define a varying radius of curvature.

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64. (New) The method of Claim 59, further comprising forming the flange channel closed end to define a constant wall thickness.

65. (New) The method of Claim 59, further comprising forming the flange channel closed end to have a constant radius of curvature.

66. (New) The method of Claim 59, further comprising forming the window receiving channel to include a window channel closed end having a constant first radius of curvature and the flange channel closed end having a constant second radius of curvature.

67. (New) The method of Claim 59, further comprising forming the window receiving channel to include a window channel closed end having a first radius of curvature and the flange channel closed end having a different second radius of curvature.

68. (New) The method of Claim 51, further comprising forming the polymeric backbone free of structural metal.

69. (New) The method of Claim 51, further comprising forming the polymeric backbone to include an elongation reducing member, the elongation reducing member increasing rigidity of the backbone in only a single dimension.

70. (New) The method of Claim 51, further comprising forming a sealing lip integral to the backbone and projecting into the window receiving channel.

71. (New) The method of Claim 51, further comprising forming the backbone to define a curvilinear cross section having at least one inflection point.

72. (New) The method of Claim 71, further comprising locating the inflection point within a linear segment of the cross section of the backbone.

73. (New) The method of Claim 51, further comprising connecting a trim lip to the backbone, the trim lip extending from the backbone.

74. (New) The method of Claim 51, further comprising forming the backbone to have a hardness of at least 40 Shore D.

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75. (New) The method of Claim 51, further comprising monolithically forming the backbone.

76. (New) The method of Claim 51, further comprising forming the backbone to provide an unsupported operable length of the weatherseal.

77. (New) The method of Claim 51, further comprising connecting a sealing lip to the backbone, the sealing lip extending into the window receiving channel, and having a different hardness than the backbone.

78. (New) The method of Claim 51, further comprising forming a radius of curvature of the window channel closed end to be less than an arc length of the window channel closed end.

79. (New) The method of Claim 51, further comprising forming the backbone of a TPE.

80. (New) The method of Claim 51, further comprising forming the window receiving channel to include a window channel closed end, an exterior leg and at least a portion of a transition leg.

81. (New) The method of Claim 51, further comprising forming the window receiving channel to include a window channel closed end, the window channel closed end being substantially curvilinear.

82. (New) The method of Claim 51, further comprising forming at least 50% of the window receiving channel cross section to be curvilinear.

83. (New) The method of Claim 51, further comprising forming less than 25% of the window receiving channel cross section to be linear.

84. (New) The method of Claim 51, further comprising forming the backbone to define an S shape cross section.

85. (New) The method of Claim 51, further comprising forming the backbone to define a continuously curvilinear cross section.

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86. (New) The method of Claim 51, further comprising forming the window receiving channel to include a window channel closed end, the window channel closed end having a linear segment.

87. (New) The method of Claim 51, further comprising connecting an attachment tab to the polymeric backbone.

88. (New) The method of Claim 87, further comprising forming the attachment tab of a polymeric material.

89. (New) The method of Claim 87, further comprising connecting the attachment tab by one of bonding, thermal welding, chemical fusion and a mechanical fastener.

90. (New) The method of Claim 51, further comprising connecting a first and a second attachment tab to the polymeric backbone.

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